SNOW AND FIERCE WINDS.

ALL MODES OF TRAVEL EMBARRASSED. SOW TEMPERATURE PREVAILING-EFFECTS OF THE STORM ON BAILWAYS AND STEAMBOATS.

The snowstorm of yesterday was a boisterous fellow who tore lustily at the danger flags at the sig-nal offices, which he himself had challenged, tuffeted the pedestrians in the streets, and checked and embarrassed all the modes of travel. He seemed good-natured in the main, however, and caused annoyance and vexation by his freaks rather than serious injury with malice aforethought. The temperature was low and the air dry, and though the snow fell lightly nearly all day it came down dry and powdery, and refused to melt. So there was no unpleasant slush under foot and no one not afraid of hav-ing the wind tingling about his ears and nose and sifting the my particles into his neck and down his back needed to be timid about venturing ont of doors. The snow was blown about in such a way as to cause great blurs before one's eyes, but the wind was invigorating; it sent the blood briskly coursing through the veins and destroyed all tendency to sluggishness of action or thought. The wind came from a northerly direction all day, and wherever it found an opening that gave it half a chance it swept the snow from the level and heaped it in graceful drifts along the eurbs and against the buildings. In Trinity churchyard the snow was banked sometimes almost to the tops of the low, mouldering headstones. The activity of innumerable men and boys kept the sidewalks reasonably clear of the snow but added to the quantity in the streets. There it was ground into fine light-brown atoms by the wagons and cars without visible loss of bulk.

Though the storm was general throughout the country, there was no particular interference with the telegraphic service. This was the general report at the district telegraph and telephone offices and at the operating room of the Western Union Telegraph Company. The street-cars suffered the greatest embarrassment. Nearly all the companies retired half their cars and doubled the teams on those that were run. The starter of the Sixth and Eighth Avenue Lines said that they were running on four minutes' headway and keeping reasonably good time, but the starter of the Third Avenue Line, less anxious to establish a good record in the face of the snow blockade, that his cars were running on any time from one minute to a quarter of an hour. The e evated railways, Manazer Hain said, rau their full complement of trains, but they were a trifle irregular and tardy because of the snow. The effect on the extent of the traffic could hardly be guessed. More men rode, but fewer women came

lown-town on shopping expeditions. There was a very slight change in the temperature during the day, the whole variation being within three degrees. The lowest point reached by the mercury was at 6 a. m., when it marked 140 above zero. At 9 a. m. the record was 165, at noon 15°, and from 3 until atter night-fall : remained

Commissioner Coleman, of the Street-Cleaning Department, said yesterday that he would follow the same programme in removing snow as he had done heretofere. At 6 p. m. 250 horses and carts, with drivers and 250 additional laborers, began the work of piling up and removing the snow in Broadway from the Battery to Four-teenth-st. This will be continued until the roadway is cleared. Then the upper part of Broadway will be attacked. Contractors Walton and Brown began las: night the work of removing the snow from Wall, Fulton and Cortlandt-Chambers, Canal, Fourteenth and Twentythird-sis. will follow in order.

By midnight Broadway from the Battery to Twenty-third-st. was in good condition, All the snow had been piled in heaps on either side of the ondway and more than half of it had been carted away. In Fulton, Wall, Cort andt and Libertysts. the snow had been gathered in heaps and a iderable portion carted away. Park-row and Printing House Square had been put in good condition, and a beginning made on West Broadway. All night the force of the Street Cleaning Department were kept at work. This was considered the best work the Street Cleaning Department has yet

accomplished. TRAINS, MAILS AND BOATS DELAYED.

The storm did not affect the railroads terminating in Jersey City and Hoboken as much as was anticipated in the morning. The employes on the trains, especially on freight trains, complained of the bitter cold, the wind and the driving snow, characterizing the weather as "cold, 'mealy' and comtemptible." Lettle trouble and delay were caused by the storm on the Central Railroad of New-Jersey. E. W. Welsted, the train dispatcher. said: "The storm has not really affected us to amount to anything." The greatest delay was 25 minutes in the case of the passonger trum due at 9:25 a.m., the train arriving at 9:50. The other trains were mostly on time, some being from 3 to

On the Pennsylvania road the through passenger trains from the West and South were de ayel considerably. The 6:25 and 6:45 a. m. trains from the South were both three hours late. The morntrains from the West and South were caryer consideraby. The 6:25 and 6:45 a. m. trains from the South were both three hours late. The morning trains from Trenton were for y-five minutes late. Most of the trains later in the day were on time, as the earlier trains opened the track. The first Western trains of the fast line, however, due at 11:15 a. m., was 3 hours late at Philadelphia, and arrived in Jersey City at 2:30, 3 hours and 15 minutes behind schedule time. The Washington Express, due at 3:45, was reported on time, but the Washington Limited Express, leaving Washington late, and due at 3:45, was 50 minutes late at Philadelphia. The reports all showed that the effects of the storm were greatest south and west of Philadelphia, while the trains were only a fit le behind in crossing New Jersey. The Pennsylvania kailroad, when trains are heavy and are delayed by storm, "cuts" its trains, dividing them into two, and running them at block intervals. Only one train was "cut" yesterday, that being the Washington Express, because it was a heavy train, in the morning a local passenger train came into collision at East Ead with the tender of an engine which was being shifted to another track. A short delay was caused. Five empty freight cars, attached to a yard eagine at the Meadows, were thrown from the track in consequence of a trog being filled up by snow.

On the Erie rond, Nos. 4 and 12, Buffalo express than the dead of the road in the trains including freight trains, were on time. The trains including freight trains, were on time. The train dispatcher stated that the storm had caused the road no trouble. There was no occasion to use extra engines or to send out snow-ploughs, and these were not used on any of the roads.

snow-ploughs, and these were not used on any of the roads.

The superintendent of the Delaware, Lacka-wand and Western Railroad said that all the trains on the road had been on time, and that no trouble had been caused by the storm. The snow was re-ported to be six juches deep in New-Jersey, along the line of the road, while at Scranton and Bingham-ton the sun was shiming.

The 205 trains which start from and arrive at the Grand Central Depot in every twenty-four hours were not delayed by the storm. This was thought to be due more to the fact that there was less snow along the line of the roads than in New York, rath-er than to good management. As soon as

were not delayed by the storm. This was thought to be due more to the lact that there was less snow along the line of the reads than in New York, rather than to good management. As soon as it began snowing, however, snow-ploughs were started and kept runn in goon innously until the storm had pa sed. In the yard of the depot the management of Joseph H. Franklin, the depot master, prevented any delay. At an early hour he had a large force of men and carts at work, earling the snow away amost as fast as it fell, so that when the little liskes had stopped coming down the yard was not blocked. The afternoon Albany express train, which had come through from St. Louis, was only eight minutes late. The St. Louis Express was fifty minutes, and the Cincinnati fast train twenty-three minutes late. This was considered to be excellent fame for trains which are sometimes very much behind time when they roil into the depot. The telegraph wires along the roads were tan to be working well.

The mails from the South and West were much delayed by the drifting snow, while those from the East were retarded only slightly. The morning mail from Boston, by way of Springfield, was almost on time, while that by way of Providence was about an hour late. The mails poy way of the New-York Central mailroad were delayed about an hour. The mails received by the Pennsylvania central mail due at 100 delayed, arriving over six hours behind schedule time, and them it on the same route due at 1130 a. m. did not arrive until 355 p. m. The Eric mail due at 740 a. m. was ne-exty four nours late. The railway mail agents reported that the storm was not felt toward the north, out was very severe close to the city in twery direction. The mail-wagons were much de-

layed in making their trips, but no cases of failure to connect with the mail trains were reported.

The Sound steamboats were all delayed by the storm, and some of them were prevented from making their regular trips. The City of Boston, of the Norwich line, left New-London on Tuesday night, but was compelled by the severity of the storm to treturn to port, where she remained until the storm cased. The City of New-York, of the same line, left Adam's Point at the regular time on Tuesday night, but before she completed her trip she was obliged to put into the harbor at Huntington, L. L. where she remained until 1 st night. The Rhode Island, of the Storm grant of the Ambor at Huntington, L. L. where she remained until 1 st night. The Rhode Island, of the Newport, of the Fall River Line, left Newport on Tuesday night at the usual time, but her command er found it necessary to put into Huntington liarbor, where she remained until the storm ceased. The Elm City, of the New-Haven Line, left this city at 11 p. m. on Tuesday night, but after proceeding as far as Fort Schuyler returned to the city. She made her regular trip last night.

The storm materially obstructed ocean navigation. Only three steamships arrived in port, and those were from Europe. The only sailing vessel which arrived came in by way of the Long Island Sound.

On Long Island and Staten island.

ON LONG ISLAND AND STATEN ISLAND.

The storm raged with unusual severity all day on Long Island, the high wind drifting the dry snow easily. In many places the country roads running east and west are nearly bare of snow, while on the roads running north and south the drifts are from five to seven feet in height. The cold was intense and few travellers were out. At the east end of the island it was still snowing hard last evening. On the Montauk Railroad along the Shinnecock Hills the sand blow and packed with the snow in the railroad cuts. The Sag Harbor express train left

the sand blow and packed with the show in the railroad cuts. The Sag Harbor express train left Sag Harbor yesterday moraing on time for Hunter's Point and reached the latter place at 1 c'clock, only two hours late. The Greenport express train for Hunter's Point encountered heavy drifts between Greenport and Manor Station, reaching Hunter's Point two hours late. All the other westward bound trains on the Long Island and Montank Railroad were from a quarter to a half hour late in reaching Hunter's Point.

In the morning, all the eastward-bound trains were drawn by two powerful engines with boarded pilots. The Sag Harbor mail train, leaving Hunter's Point yesterday morning, only reached Southaupton, where it encountered drifts from eight to ten feet in height. The Greenport mail train only went as far as Richard, as did the Greenport express train last evening; and tackets were sold only for Patchogue on the Montank road. Several pionghs and shovellers were of little se yesterday, the ory snow blowing back on the track faster than it come be removed. Last evening a large force of men, with two heavy snow ploughs, left Huncer's Point for the purpose of opening the cuis as soon as the wind goes down. Trains on the Flushing, Brooklyn Central and Rockaway railroads were run nearly on time. If the wind goes down, the road will be opened and trains will be running regularly by time evening.

On Staten Is and the Shore Railroad was block-

road will be opened and trains will be running regularly by trosevening.

On Staten Island the Shore Railroad was blockaded and sleighs had to be substituted for cars. The
Staten Island terry bouts made their trips with difficuity. The early morning trip on the East Shore
ferry was omitted. The boats on the same ferry on
the forenoon trips from the city did not land at
Stapleson. In many praces on the island the snow
of fited into high oanss. Not much trouble was
found on the State island Railroad, and the trains
made their trips only a little behind time. During
the height of the gile navigation through the Narrows was dangerous and a large number of coasting
vessels were compeded to anchor off Staten Island.

MORE SNOW EXPECTED TO-DAY. MORE SNOW EXPECTED TO-DAY.

The officer in charge of the Signal Service Station on the Equitable Building said to a TBIBUNE reporter last evening that the storm had extended over a wide area. In fact there were two storms-one reaching from Minnesota to Florida along the one reaching from Minnesota to Florida along the Mississippi valley, and the other from North Carolina northward along the coast. The first was accompanied by high winds, having a velocity of nearly forty miles per boar. Kam fed in Virginia and several neighboring States. The indications are that snow will continue to fall to-day. It was stated by the officer in charge that lew storage had occurred in the last five years in which the decression had been uniform over o large an area. The total fail of snow was four inches. The highest temperature was 20.5°, and the lowest 15°.

DAMAGE ON THE NEW-JERSEY COAST.

ATLANTIC CITY, N. J., Jan. 10 .- A severe ATLANTIC morsheast storm has prevailed he e since yesterday af-ternoon. The tide this morning was one feet higher than the high tides of last September, and families living near the meadows have been compelled to remove to the second story of their h uses. The board walk has been entirely destroyed between South Carolina and Ten-nessee-aves., and several bath houses have been un-dermined and are falling.

LONG BRANCH, N. J., Jan. 10.-The storm was heavy all night, and this morning the roads were so filled with deep drifts of snow as to be almost impassable. The trains between Long Branch and New-York were run on time, but the drifts on the Sandy Hook branch of the New-Jersey Southern Railway were so deep that the nor-ning trains could not get through. The bluff, from the Ocean Hotel to the West End, has been very badly injured by the surf. The bulkhead recently completed at the loot of the bluff fronting the Howland Hotel, and the adjoining property, has nearly all been torn out. The utims back of the bulkhead of the West End Hotel and a partion of that bulkhead of the West End Hotel trains between Long Brauch and New-York were run on and a portion of that bulkhens were also washed o

THE STORM ON LONG ISLAND SOUND.

NEWPORT, R. I., Jan. 10 .- A severe snowstorm, accompanied by high wind, began about 11 o'clock last night. As the storm had not reached here at the time of the departure of the Sound steamer Newat the time of the departure of the Sound steamer New-port for New-York, that steamer started on time. The Old Colony, from New-York, must have put into some port on the Sound. The steamer City of Newport left here on time tails morning for Providence, but was obliged to return when opposite Gonid Island. The in-dications are that this will be the most serious stom-here for a long time.

BOSTON, Jan. 10.—A dispatch dated at 12.50 p. m. from

Norwich says: The steamer City of Boston is now re-ported lying at suchor at New-London. She did not atported lying at anchor the tempt to go through last night. A New-Haven, Conn., dispatch says the steamer Old Colony, of the Fall River Line, is anchored there awaiting the subsidence of

VESSELS CAUGHT IN THE STORM.

Boston, Jan. 10 .- The schooner Samos, of Boston, 395 tons, Captaia O'Neii, from Boston for Wood's Hole, is ashore on Gallup's Island. Boston Harbor. She lies near the sea-wall, pounding heavily. The crew landed on the island. She is fifteen years old, and is own d by T. L. Mayo. She is reported as beating against the sea-wall, and may prove a total loss. She has a large hole in her bottom. Tugboats can do nothing

for here until night, on account of the tide.

Advices from Cape Cod at 2 o'clock to-day embrace Advices from Caps Cod at 2 o'clock to-day embrace
Bass River, South Yarmouth and Chatham, where no
wrecks have been heard from. It is impossible to see
far off shore. At Highland Light this has been the worst
storm of the season. The steamer Francouns, from
Portland for New-York, passed by at sunset last ni.nt;
also five unknown schooners. They probably had a
rough voyage.

rough voyage.
SEAGIRT, N. J., Jan. 10.—The Philadelphia and Reading Rairroad steam-collier Pottsville, Captain Pierce, struck lass night at Chadwick's, ten miles south of Manasquan Inlet. The crew, eighteen in number, were saved early this morning by the crew of the Life Saving Station No. 12, under command of Captain W. P. Chad-wick.

TRAINS DELAYED IN THE SOUTH AND WEST. Peterseurg, Va., Jan. 10 .- A snow-storm set in yesterday and continued all last night fhe ground on a level is covered to the depth of twenty-one inches, and snow was still falling this morning. The snow is the deepest seen here since 1857, and travel on the streets is almost impossible, except with sleighs. Trains in every direction are delayed. The northernbound fast train from the south, due here about 2 o'clock a. m., did not arrive here until 9 o'clock this

o'clock a. m., did not arrive here until 9 o'clock this morning. The mail passenger train No. 45, from the south, bound north, is blockaded here by the snow.

PREDERICKSBURG, Va., Jan. 10.—A flerce northeast snow-storm has been prevailing here for nearly twenty-four hours. The snow lies in deep drifts. Trains in all directions are obstructed.

WILMINGTON, Del., Jan. 10.-Dispatches to The Evening Journal from various parts of the peninsula report the storm as being the worst known for years, and that trains were delayed in every direction. The north-bound Delaware train, due here at 8:50 s. m., and another train due at 11:55 a., m. were several nours

ROCHESTER, N. Y., Jan. 10.—The thermometer at Rush Village, in this county, was 13° below zero, waich is much colder than elsewhere in this vicinity. Rusa is between two hills, and the excessive cold is explained on the ground that the cold air settled down in the de-

at Lake Benton. This is the worst snow-storm in two years and appears to extend 350 miles. The Western Union wires between here and Milwankee are undisturbed, but from Milwankee to the Northwest sli the wires are down. The Mutual Union wires between here and Milwankee are all down.

A bilzard has been raging in southern Minnesota. The trains are stopped by snow-drifts and snovelling is going forward actively. The bilzard came unexpectedly, finding thousands of people unprepared, and will probably do great damage.

REPORTS FROM THE DOMINION. OTTAWA, Ont., Jan. 10 .- Another period of cold weather has cet in. The mercury is 30° below zero. HALIFAX, N. S., Jan. 10.—A heavy snow-storm is pre-

tal balance in the 1 reasury of \$25,042 60, and a revenue balance of \$62,389 50. The Mariners' Fund was \$10,000. The College Hand Serip Fund amounted to \$473,402 87, with a capital balance of \$262,309 12, and a revenue balance of \$3,055 80 after the payment of \$18,700 to Cornell University. The Bo nty Debt Sinking Fund showed an unchanged balance of \$3.055 80. The Eimira Female College Fund amounted to \$50,000, and the transactions gave a capital balance of \$6,000 and a revenue balance of \$105. The Military Record Fund consisted of \$39,121 40, with a revenue balance of \$3,152 02. The total amount of capital of these funds remaining in the Treasury, uninvested, according to the above state-ments, was \$419,435 87. During this last fiscal year there was received on account of the capital of these trust funds, \$1,058.465 26, which, added to the balance trust funds, \$1,058,465 26, which, added to the balance in the Treasury at the close of fiscal year ending September 30, 1881, of \$1,691,376 61, makes a total of \$2,749,835 87. There has been reinvested of this total, securities of the face value of \$2,330,400 for the fiscal year ending September 30, 1882. Of this sum, \$1,878,500 is represented by United States 4 per cent_registered bonds; \$247,000 in Albany city and county 31g and 4 per cent registered bonds; \$200,000 in a 4 per cent bond and mortgage of the Commissioners of Emigration and \$4,900 in 6 per cent bonds taken for sales of General Fund lands and transferred to the Com mon School Fund for an equal amount of money. It will be soon that the funds have been kept closely invested. It will be observed from the following schedule that the re-tention of a large amount of the principal of the Common School Fund in the State Treasury, uninvested, has proved quite expensive to the General Fund-the latter ng paid the former \$940,448 06 for interest

Ca_dtal not treested. \$1,310.806.28 \$1,310.806.28 \$1,310.806.28 \$1,310.806.28 \$1,310.806.28 \$1,310.806.28 \$1,310.806.28 \$1,320.	Interest pand by General 1 und. 713,423 52 79,342 30 80,509 78 88,362 27 109 973 60 147,622 09 148,941 28 120,541 12 70,845 40 12,089 73
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GENERAL FUND ACCOUNT. The following condensed statemen, gives the revenue apparent surplus of \$1,052,286 30 on September 30, 1882; and expenditures for the last fiscal year, showing an

mount transferred from the Common School Fund for bonds for lands 4.900 00 From which are to be deducted the following items : Amount of warrants drawn on the Treasury during the facal year ending September 30, 1852. \$5,667,656 13

nt transferred to the Common School Fund transferred to the funds for interest on mones in the Treasury belonging to said 785,000 00 ., \$6,467,920 97 Total.

Owing to balances due from county treasurers at the lose of the fiscal year, and payments on account of an corrections of 1882, included in the tar payable in 1883, the apparent surplus of \$1.052,286 30 does not regreent the true state of the fund at the date indicated. The

ollowing supplementary statement gives the correct result and shows a surplus of \$1,170,034 02: #304,931 27

sult and shows a surplus of \$1.170,000 22:
Baiange due from county tre-surers September
30, 1882, on State fax of 1881
Amount paid on account of 1882 appropriations, includes in tax key, payable in the State
Treasury in Airil and May, 1883
Apparent surplus of the revenue september 30,
1882, as shown in preceding statement.... 1.0522,86 30

Actual surplus September 30, 1882..... \$1,170,024 02

DEBT STATEMENT. On September 30, 1881, the total funded debt was \$9,109,004 87, classified a foolows:

General Fund (Indian annutties). \$122,004 87 (canal 8,083,300 00 Bounty. \$,000 00

\$9,109,054.87 There has been no change in the above items of the state debt during the flecal year ending September 30, State debt during the need year.

1882.

The aggregate of the canal debt on September 30, 1881, was \$8,983,360, with an aggregate unapplied balance in toe Sinking Fund of \$2,422,981 57, leaving the real balance unprovided for, \$6,560,378 43. On September 30, 1882, the account steed as fellows:

Aggregate Sinking Fund Raiance unprovided for \$6,259,661 43.

The net contribution to the Canal Sinking Fund during the year was \$300,717. The actual canal debt is, therefore, \$6,259,661 43. \$6,259,661 43

PAYMENTS TO SCHOOLS AND ASYLUMS, The expenditures from the public Treasury during the last fiscal year for these purposes were \$3,402,969 52, of which \$3,056,633 67 were the proceeds of a direct tax of one and fourteen hundredths mills for common schools. The purposes and amounts of the several State appropriations and payments are as follows: \$42,779 88

21,113 00 245,000 00 18,700 00 4,961 81 11,617 59 teachers.
Common school dividends.
Cornell University
Indian school
Normal Schools
School tax, one and fourteen one-hundredths 3,056,633 67 2,16a 57 \$3,402,949 52

The expenditures for the same period by the State for the support of asylums and hospitals for the dear, blind, insane, idiotic, juvenie delinquents, State Reiermatory and State Soidiers and Salors' Home, were \$705,495 33. The following is a schedule of the institutions it aid or for the support of which payments have been made from the Treasury, with the amounts paid for each:

Deaf and Dumb. \$142,691 59
Bildon. \$6,612 88

uvenile delinquents at House of Refuge state Reformatory state Soldiers and Sallors' Rome \$705,495 33

These amounts do not include the sums appropriated during the year for building purposes. This c as of expenditure appears in another part of the report.

The total or payments to the three State prisons was \$472,314.24, and of receipts \$419,183.11; showing an excess of payments of \$53,131.13, against an excess of payments of \$97,942.79 for the preceding year. The management of the state prisons, says the report, continues to show an improvement. Comparative tables exhibit an increase in the receipts of \$15,840.98, and a reduction in the expenditures of \$29,170.68, making a total aggregate of \$44,811.66 in favor of the fiscal year ending September 30, 1882. Six years proviously, in 1876, the deficiency amounted to over \$700,000. This is a marked transition from an extravagant, if not a corrupt, administration to an efficient and an economical one.

There was paid from the Treasury for the construction, to, of the New Capitol during the fiscal year ending eptember 30, 1882, as follows: \$1,210,000 00 56,156 25 600 00

\$1,266,756 25 There has been advanced to the commissioners since October 1, 1882, \$400,000; and \$22,051 46 has been paid for interest on award for lands, cars and mainto-nance, etc., making the total amount paid from the State Treasury, including the purchase of lands, \$14,214,506 82 (to December 20). Of existing sameouri-

ation-for construction there remains \$100,000 subject to the draft of the commissioners.

Receipts from suction duties were \$28,465.67, a decrease of \$54,35.32.

The net revenue of the Onondaga Salt Springs was \$25,864.71. The number of bushels of sait inspected was \$,365,931, against 7,633,394 the preceding year. The estimate of expenses for the ensuing year is \$60,000. RECEIPTS, EXPENDITURES AND STATE OF THE

TREASURY. The receipts into and payments from the Treasury, on account of all the tunds except the Canal and Free School Fund, for 'he fiscal year ending September 30, 1882, were as follows:

Receipts, including balances \$11.068,139 40 9.578,404 18 Balance in Treasury September 30, 1881... \$1,494,735 22

The receipts and payment on account of the General Fund revenue for the fiscal year ending September 30, 1884, are estimated as follows: Estimated receipts Estimated surplus September 30, 1883..... \$1.687,073 34

All estimated payments are based on appropriations ow in torce, and any that may be made by the present Lesislature are not taken into account.

The balances due from and to the Treesury, September 30, 1882, were as given in the following statement:

\$1,552,317 10

The gross valuation of taxable property in the State in 1882 was \$2.783.682.567, an increase of \$102.424,961 in one year, and of \$695,055,122 in ten years. The State tax for the current year is: For schools, 1.10 mills; for general purposes, 93 mill; for cutal; .42 mill; a total of 2.45 mills, which will yield on the present valuation \$6,820,022 29. COMMITTEE EXTRAVAGANCE.

Concerning the expenditures made on behalf of in-estigating committees, the Controller speaks as

concerning the expectation of Controller speaks as follows:

"The enactment of chapter 379 of Laws of 1879, prescribing the officers that may be elected or appointed by the Senate and Assembly, and regulating the proceedings of investigating committees, ineftured needed reforms, but it is believed that, in some particulars, further restrictions are necessary. The hotel bills, traveiling expenses, printing testimony, services of stenographers and other premas en ploy ed, and fees of witnesses and other premase and poly ed, and fees of witnesses and other premase of the committees of investination appointed by the last Legislature, will-ombites exceed the sum of \$35,000. Some of these commutees have shown due researed to economy, but the bilss of others have been excessively large, and to one—the Ward-Westbrook investigating Committee—your attention is called. The account of this committee, as crifted and presented to the Controller, amounted to \$2,605 83, and in brief may be tremized as follows:

Committee-room eleven days, at \$25. \$275 00 Rest n in charges was \$1.00, event \$1.527 57 Resusses and fits for members of committee. \$34.50 Carriage \$15.75.

\$2,505 80

TAXES ON CORPORATIONS.

TAXES ON CORPORATIONS.

The amount realized from taxes on corporations during the fiscal year ending september 30, 1882, was \$1,539,684.27, being \$546,959.11 more than the receipts of the previous year. "This is," says the Controller, "a gratifying increases, and I believe that the predictions of the advocates of this law that the revenue under it would reach \$2,000,000 will, within the next two years, be fuilfied. To the Governor who encouraged, and the Tax Commissioners who helped to perfect, and the Legislature who passed this act great credit is due. But the official chiefly connec ed with this most important fluuncial measure was my immediate predecessor. Mr. Wadsworth. He was the first to being it before the Legislature during his service as a member, and in 1880, having been elected Controller, he was in position to perfect the law he had introduced and to su. In motion the machinery for its execution. Complicated questions entering into the first working of so important and untreduced a law required much pausstaking and careful labor, and the mass of correspondence necessitated was large. This initiatory work if found practically computed when I entered the office, and as I have had occasion to review the labor. I am impressed with the economy as well as the efficiency shown by my predecessor and the present deputy.

Notwithstanding the clerical labor involved, not an

well as the efficiency shown by my predecessor and the present deputy.

"Notwithstanding the clerical labor involved, not an additional clerk was appointed, and the total extra expenditure for service was \$300, which represents the increase of salary of the clera who has this branch of the department to caure. I doubt if a similar instance can be found of so important a law put in force, and so large a revenue collected a an expense so small. The extra labor thrown upon it by reason of this law, and I have to acknowledge the care and promptices with which the present Attorney-General mas answered the questions submitted to min, and the success which has attended the prosecution of the cases before the courts.

"It is fair to state in this connection that the corporations have gen raily responded without cavil and the points as essee before the equits are not suggestive of factions opposition."

RIFLEMEN IN COUNCIL.

General E. L. Molineux presided at the annual meeting of the National Rifle Association, which was held on Tuesday night in the Officers' Room at the 7th Regiment Armory. In his address General Melineux advised a reduction in the number of the usual monthly matches. In alluding to the difficulty of inducing the Long Island Railroad Company to concede better facili-ties for reaching the range at Creedmoor, the chairman said that the question of removing the range to a more accessible location would be of paramount importance. TreasurerCowperthwait in his report stated that if a team were to be sent to Great Britain, the money must come from the public, while the ordinary expenses of the asso-ciation must be supplied by the State, for she association was not self-supporting. An election for seven directors was then held, with the following result. For three years, General G. W. Wingate, Colonels Rodney C. Ward, Joseph G. Story and John Ward, and F. J. Don-aldson; for two years, Colonel G. E.P. Howard; for one year, J. H. Brown. The directors met and chose a com-mittee to report a mane for president at a special meet-ing to be called by the chairman. They elected the other officers as follows; vice-president, General Wingate; secretary, George J. Scabury treasurer, Rod-ney C. Ward; executive committee, General S. R. Smith, Colonel H. G. Litchfield, and Colonel J. G. Story. from the public, while the ordinary expenses of the asse

AID FOR THE GERMAN SUFFERERS.

There was a meeting at the hall of the Liederkranz Society, in East Fifty-eighth-st., on Tuesday night of the joint committees of the Arion and Liederkranz organizations, to perfect arrangements for a concert t organizations, to perfect arrangements for a concert to be given jointly at Steinway Hall on Juesday night, January 23, in sid of the sufferers in Germany by the floods. The concert will be instrumental and vocal. The total expenses will be defrayed by the two societies, and the gross receipts will be given to the fund for in- German sufferers. The consuctors will be Dr. Leopold Danrosch, of the Arion, and Theodore Thomas, of the Liederkrauz.

THE COURTS.

ASKING FOR AN ATTACHMENT.

Judge Wailace, in the United States Circuit COURT, yeaterday heard argument on a motion to compete the production of the books of the Continental Railway and Trust Company, that were asked for in a suit against the company by Abram C. Werthelm and others. The case was begun in the Circuit Court and sent to Commissioner John A. Shields, as master, to take testimony. Edward F. Winslow, the president, and F. E. Worcester, the secretary of the company, were served with subpectas directing the production of the books, but they were advised by their counsel that they need not make search for the books which were referred to, and they were not brought before the master. The plaintiffs them moved for an attachment against Messrs, Winslow and Worcester to compet them to produce the books. The company has been connected with the building of the West Shore Railway. Joseph H. Choate argued for the issuance of the atrachment and General Henry L. Burnett opposed it. The decision was reserved. Court, yesterday heard argument on a motion to compel

CIVIL NOTES.

Thomas F. Grady has been admitted by the eneral Term of the Supreme Court to practice as an attorney and counsellor. The argument on the motion for a writ of mandamna directing the Mayor to grant a license to Salmi Morse for Morris Hall was adjourned yesterday

The jury in the suit brought by George F. Fisher against the Manhattan and Metropolitan Railway Companies to recover \$10,000 as damages for an alloged false imprisonment were mable to agree upon a verdict yesterday and we're discharged.

John H. Glover recently began an action in John H. Glover recently began an action in the Superior Court against the Manhattan and New-York Elevated Railway Companies to restrain the defendants from maintaining and operating their road in front of his premises at Greenwich and Rectorsis, and for damages. Mr. Glover in his complaint especially objects to the station, the platform of which runs along in front of his premises and within a few inches of them. He also co. plains of a bridge across Rectorsi. which is now in process of construction. The insolvency of the

defendants is alleged as a ground for equitable relief. The trial of the suit will begin this morning.

COURT CALENDARS-JANUARY 11. COURT CALENDARS—JANUARY 11.

SUFREME COURT—CHARKERS—Held by Barrett J.—Calendar lifed at 11 a. m.—Nos. 1, 6, 18, 30, 35, 39, 41, 47, 48, 55, 1, 85, 101, 104, 113, 185, 194, 196, 202, 215, 219, 227, 232, 90, 237, 248, 239, 240, 241.

SUFREME COURT—GENERAL TERM—Held by Davis, P. J., rady and Daniels, JJ.—Nos. 24, 43-6, 67, 78, 107, 108, 118, 11, 136, 136, 137, 139, 144, 147, 148, 153, 154, 156.

SUFREME COURT—SPECIAL TERM—Held by Larremore, J. Case on, Pierson agt. McCurcy, No day calendar.

SUFREME COURT—SPECIAL TERM—Held by Larremore, J. Case on, Pierson agt. McCurcy, No day calendar.

SUFREME COURT—SPECIAL TERM—Held by Larremore, J. Case on, Pierson agt. McCurcy, No day calendar.

SUFREME COURT—SPECIAL TERM—Held by Lawrence, No. 2124, 186, 715, 2189, 2231, 395, 3902, 299, 2334, 67, 1840, 1322, 860-18, 1063, 1941, 1907, 1908, 2165, 1764, 1907, 1908, 2163, 2007, 2164, 2933, 1642, 2169, 2181, 201, 204, 2037, 2278, 2278, 2288, 2030, 2012, 2038, 2338, 2338, 2338, 2362, 2038, 2308

UNITED STATES SUPREME COURT. Washington, Jan. 10.-The following business was transacted in the Supreme Cour: of the United States to-day :

No. 140—The Inhabitants of the Township of Montelair agt Charles Dana; and No. 147—The same agt. Thomas Ramadell—Argument concluded.

on 75 and 76—The Town of Thompson, N. Y., agt. Orlands Perrine—Argument begun.

Board and Rooms

A DVERTISEMENTS FOR The NEW YORK TRIBUNE WILL BE RECEIVED AT THE UPTOWN OFFICES, No. 1,288 Broadway, corner Thirty instat., 308 West Twesty-third-st. corner Course Eighth-ave. No. 92 East Fourteenth-st., corner Union-square, 760 Third ave., corner Forty-sovembe-st, at the HARLEM OFFICES, Nos. 1,09 and 2,390 Third-ave., corner One-hundred-and-twenty-fifth-st., up to 5 p. in., as regular office rates

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PRIVATE American family, with few board-ors, has a beautiful room on second floor front, nicely furnished; both and closet connecting; excellent Board; also a front room on top floor for gentlemen; reference, 412 Leximgumane. 38 EAST 20TH-ST.—A suit of rooms with

144 MADISON-AVE.—With board of un-fourth-floor square room, with grate fire. West Side.

West Side.

A PARTMENTS FOR GENTLEMEN to let in the new aportment house.

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Nice, &c., will save time and expense by taking this time.

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Tuesday, Jan. 18, 11 a. m.
WISCONSIN.

Tuesday, Jan. 23, 5 a. m.
NEVADA.

ALAS KA.

Tuesday, Jan. 23, 5 a. m.
NEVADA.

ALAS KA.

Tuesday, Jan. 30, 9.30 a. m.
ALAS KA.

Tuesday, Jan. 30, 9.30 a. m.

Tuesday, Jan. 31, 10 m.

Tuesday, Jan. 32, 5 a. m.

Tuesday, Jan. 32, 5 a. m.

Tuesday, Jan. 32, 5 a. m.

Tuesday, Jan. 33, 9 a. m.

Tuesday, Jan. 34, 9 a. m.

Tuesday, Jan. 34, 9 a. m.

Tuesday, Jan. 35, 9 a. m.

Tuesday, Jan. 18, 11 a. m.

Tuesday, Jan. 18, 11 a. m.

Tuesday, Jan. 19, 10 a. m.

Tuesday, Jan. 10

those greatest of all intuities as say.

(abin passare (according to state room), \$60, \$80 and \$100

Intermediate, \$40. Steerage at low rates.

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SPAIN. Jan 20, 3 p. m.
Cabin \$55 to \$70; outward tickets \$26; propaid steerage, ticket, \$28; being \$2 lower than most lines. F. W. riurst, Manager, 69 and 73 Broadway, N. Y.

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NED SILLAND. Saturday, January 10, 88 m.

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Saloons, state-rooms, smoking and bath rooms amidships.

First cabin, 550 and 575: Second cabin, \$55; excursion.

\$100: Steerage, \$25; prepaid, \$30; excursion. \$45 50.

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Thursday evening January 11, 1883,
THE GRANDEST PRODUCTION OF THE AGE,
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Beautiful Scenery and Mammont Cast.
Grand Ballet Fabrastique and Specialty Corps.
Evening at 8. Saturday Matin e at 2.

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BROOKLYN PHILHARMONIC. Fourth Concert, SATURDAY, Jan. 12, at 8.
Rehearsal, FillDAY, Jan. 12, at 3.
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Rect. and Aria. Concerto for violin.
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WOTAN'S FAREWELL

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Soloists: MR. FRANZ REMMERTZ.
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Tickets and seats at Chaudier's, 172 Montague-st, Brook-yn; and, for a few days only, at 6. Schimer's, 35 Union Square, New-York.

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The winds have a fisher. John Drow, James Lowis and the whole company appear.

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HACY SHENDRYN MISS CECILA EDGA BYON
ELLEN aud
MR. LESTER WALLACK AS HUGH CHALCOTE.
EVENINGS AT S. SATULDAY MATINEE AT 1.30
BOX book open two weeks in advance.

Lectures and Meetings.

THE annual meeting of the subscribers to the Northern Dispensary (liev. John Hall, D. D.; presiding), will be held on Friday evening. Jamary 12. isstant, at 8 o'clock, to the Institution, Waverley-place and Christopherst. The annual report for the past year will be submitted, and a Board of Trustess will be elected for the ensuing year. Board of Trustess will be elected for the ensuing sear. E. B. WARNER, M. D., Secretary,

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